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CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

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SECURITY INFORMATION

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**INFORMATION REPORT**

REPORT NO. [ ]

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 10 April 1952

SUBJECT Parchim Airfield

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Aircraft Counts

- a. On 30 January: 12 MIG 15's  
2 IL 12's  
4 IA 7's  
2 PO 2's
- b. On 2 February 16 MIG 15's  
2 IL 12's  
5 IA 7's
- c. On 5 February: 17 MIG 15's  
2 IL 12's  
6 IA 7's
- d. On 8 February: 14 MIG 15's  
2 IL 12's  
4 IA 7's

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No Change in Class.

Declassified

Class. Changed To: TS S  STAT

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2. Flying Activity

a. General

- 1) Flying has only taken place on three occasions during the period of report, and night flying was undertaken on one occasion, the first that has occurred for approximately ten weeks.
- 2) No aircraft in apparent state of readiness were visible during the period of report, and throughout, all MIG 15's were parked in a line along the northern perimeter of the airfield.

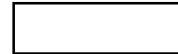
b. Detailed Activity

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1) 5 February:

Night flying was undertaken by single MIG 15's between 1900 hours and 2130 hours, each aircraft carrying out a sortie of between 10 to 15 minutes duration in the airfield vicinity. Only one MIG 15 was airborne at any one occasion.

On take-off and landing, the entire runway was illuminated by a search-light mounted on a truck situated at the take-off end of the runway, slightly to one side. The actual runway was lit on both sides by a series of white electric lights, spaced at approximately 50-meter intervals down the entire runway. At either end of the runway, a row of red lights were placed in a V pattern. On each hangar roof and buildings of equal *approx* height, a red light was illuminated and also the church spire at Spornitz, a nearby village. No landing lights on the MIG 15's were used for take-offs or landings.

2) 8 February:

1030 hours: 6 MIG 15's fitted with auxiliary wing tanks were started up and taxied to the end of the runway. The aircraft formed up on the runway in pairs, one aircraft slightly behind the other, and took off. Between the take-offs of each pair of aircraft was an interval of between two and three minutes.

Ten minutes after the last pair of aircraft had become airborne a heavy snowstorm obscured the airfield, reducing visibility to less than 500 meters and virtually no cloud base. This storm was of approximately 1 hour's duration. In the meantime, for at least half an hour, jet aircraft could be heard regularly crossing over the airfield, in a regular pattern, i.e. they appeared to fly along the same track.

The storm had abated by 1200 hours, but in the meantime the aircraft must have been diverted to another airfield for by 1600 hours no aircraft had returned and landed at the airfield.

3. Airfield Fence

Along three sides of the airfield (east, south and west) work is in progress building a wooden fence. Approximately every  $2\frac{1}{2}$  meters a wooden upright approximately 2 meters high has been erected in the ground. Along the southern side, between the airfield perimeter and the railway line, a portion approximately 200 meters long has been entirely boarded in, the boards overlapping slightly to prevent any observation through them. The work is being undertaken by both Russian EM's and German laborers.

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